

Department of the Army
Headquarters, U.S. Army
Industrial Operations Command
Rock Island, IL 61299-6000

IOC Pamphlet 55-1

7 Jul 99

Transportation

TRAFFIC MANAGEMENT POLICY GUIDANCE

Applicability. This pamphlet applies to the U.S. Army Industrial Operations Command (IOC) Joint Munitions Transportation Readiness, Deployment, and Sustainment Center (AMSIO-JT); and all IOC installations and their respective installation traffic management offices engaged in transportation and traffic management functions for the IOC.

Decentralized printing. All IOC installations are authorized to locally reproduce this pamphlet.

Proponent. The proponent of this pamphlet is the Joint Munitions Transportation Readiness, Deployment, and Sustainment Center. Users are invited to send comments and suggested improvements to HQ IOC, ATTN: AMSIO-JT, Rock Island, IL 61299-6000, e-mail amsio-jt@ioc.army.mil.

Distribution. Distribution is determined by the proponent (available electronically at <http://www.ioc.army.mil/im/rcdsmgt/pubs.htm>).

Supersession notice. None.

FOR THE COMMANDER

Official: //signed//
WILLIAM R. PULSCHER
Colonel, GS
Chief of Staff

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1. Purpose. The guidance herein encompasses Continental United States (CONUS) and Outside Continental United States (OCONUS) shipments, General Cargo movements, Foreign Military Sales (FMS) shipments, and Airlift movements. In addition, the following areas will be covered: Electronic Billing Data, Deadhead Criteria, Containerization Policy, Automation Projects, and movements utilizing Military Vehicles. Responsibilities will be identified and installation traffic officers (ITOs) will be provided with "where to go" information for more detailed guidance in each of the above areas of concern.

2. References.

a. DOD 4500.9-R, Part II, Defense Transportation Regulation Part II, Cargo Movement.

b. DD Form 626, Motor Vehicle Inspection.

c. DD Form 1907, Signature and Tally Record.

3. Responsibilities.

a. Joint Munitions Transportation Coordinating Activity (JMTCA/AMSIO-JTM) is responsible for coordination of all services export and retrograde munitions movements (see DOD 4500.9-R, Part II, Defense Transportation Regulation, Part II, Cargo Movement). AMSIO-JTM is responsible for the Munitions Strategic Mobility Program (MSMP), and supports the Army Strategic Mobility Program (ASMP) as the lead office. AMSIO-JTM is responsible for development of functional requirements in the Munitions Transportation Management System (MTMS) and its Field Module. AMSIO-JTM is responsible for Automated Identification Technology (AIT) and corresponding development of functional requirements for the AIT program. AMSIO-JTM has management responsibility for the CONUS munitions, FMS munitions, and munitions Airlift transportation programs.

b. The Transportation Operations Team (AMSIO-JTT) has responsibility in ITO functions (i.e., Operation and Maintenance, Army (OMA) transportation funding, Procurement Appropriation programs, and Electronic Transportation Acquisition (ETA) and Power Track Systems)

c. The ITO at any IOC installation has responsibility to ensure all non-hazardous material, all hazardous material (HAZMAT), and FMS (see DOD 4500.9-R) movements (to include all classes of munitions) are shipped in accordance with (IAW) DOD

4500.9-R. The ITO of an IOC shipping activity is responsible for implementing the Carrier Performance Program (CPP), as applicable, IAW DOD 4500.9-R, Chapter 207. The ITO has the responsibility for reporting, initiating, and processing Transportation Discrepancy Reports (TDRs) IAW DOD 4500.9-R, Chapter 210. The ITO must ensure AMSIO-JT is informed whenever transportation requests are made, that are not AMSIO-JT directed movements, to minimize impacts on "normal" IOC operations.

4. Guidance Structure.

a. The CONUS Movement Munitions Program Team (AMSIO-JTM) starts by reviewing and processing CONUS requisitions for all services, either manually or received via Ammunition Demand Automated Process (ADAP). Sourced requisitions are returned to item manager. CONUS ship planning messages are prepared providing traffic management instructions for CONUS munitions shipments to the shippers. The CONUS team performs tracing, expediting, and coordinates diversions of CONUS shipments. Shipments are monitored utilizing the Defense Transportation Tracking System (DTTS). Through coordination with Navy personnel, the CONUS team manages the Navy "Just In Time" shipments to training vessels. All shipments processed through the IOC are reviewed, sourced, and analyzed for movement to destination. More detailed support/guidance for the ITO can be obtained by contacting AMSIO-JTM at DSN 793-5030/3720/4707 (comm (309) 782-).

b. The OCONUS Movement Munitions Program Team (AMSIO-JTM) starts by reviewing and processing OCONUS requisitions for all services, either manually or received via ADAP. Sourced requisitions are returned to item manager. A ship file is started and when enough tonnage is accumulated, a ship planning message is written. This message goes to the shipper giving the ITO advance notice of impending shipment and vessel request to the Military Traffic Management Command (MTMC). All item information pertinent to shipping to port is furnished. This includes instructions for shipping breakbulk or containerized (the preferred method) shipments, and fund cites. A final in-port cargo date is furnished along with shipping instructions to the shipper (ITO) after MTMC releases vessel information. The OCONUS desk will assist in the Advanced Transportation Control Movement Documents (ATCMDs) when required. More detailed support/guidance for the ITO can be obtained by contacting AMSIO-JTM at DSN 793-5048/4707 (comm (309) 782-).

c. Prepositioned War Reserve (PREPO) shipments are handled much the same way as OCONUS shipments are to the port. More detailed support/guidance for the ITO can be obtained by contacting the PREPO desk (AMSIO-JTM) at DSN 793-3939/5390/4707 (comm (309) 782-).

d. Movements under the General Cargo Program are handled in a similar fashion to OCONUS. Once requirements have been identified to the General Cargo desk (AMSIO-JTM), a message is sent out to shippers stating material has been offered for general cargo movement. Because tonnage is much less than OCONUS munitions movements, general cargo movements wait for a vessel that has space available to be identified. At that time the General Cargo desk will instruct the ITO when to ship, etc. The General Cargo desk monitors the shipments to ensure material sets sail on board designated vessel. More detailed support/guidance for the ITO can be obtained by contacting AMSIO-JTM at DSN 793-3852/5048/4707 (comm (309) 782-).

e. The FMS Movement Program Team (AMSIO-JTM) begins its coordinated work effort when FMS sales reach the delivery stage. Upon initial request for transportation support, the FMS team submits release request (much like OCONUS) to the ITO and MTMC. The Freight Forwarder (FF) identified by MTMC will send release information to the FMS team. The FMS team at that point will send all applicable data and instructions to the ITO regarding shipment of material to designated port. The FMS team will coordinate with the ITO ensuring the notice of availability (NOA) is sent to the FF and the ATCMDs are completed. Any shipping discrepancies noted come to the FMS team through the security assistance program for follow up with the ITO (shipper). More detailed support/guidance for the ITO can be obtained by contacting AMSIO-JTM at DSN 793-5612/5812/4707 (comm (309) 782-).

f. The Airlift Movement Program Team (AMSIO-JTM) can effect air shipments through the Air Mobility Command (AMC) channels, Special Assignment Airlift Missions (SAAM), or Dedicated Airlift/Pilot Pickup. Requirements are challenged by the OCONUS desk to determine mode of shipment, surface or air. After determination is made to ship via air, OCONUS forwards information to the Airlift team. The Airlift team sends a message to the shipper, destination, applicable service commands, and the Air Clearance Authority (ACA). Once clearance has been received by the ACA, the airlift team notifies the shipper with the clearance to ship to the port. The Airlift team coordinates with the aerial port to get the mission number when shipment has definite flight data. This information is forwarded to the destination by the Airlift

team, alerting customer of material movement. SAAM airlifts are a dedicated mission usually involving a large movement. When such a need is noted, request is sent to the U.S. Transportation Command (TRANSCOM) (aircraft coordinator) with all the data required to complete such a mission from the Airlift team. Once the mission is approved, the shipper is notified as to shipping instructions. The Airlift team monitors the SAAM from origin to destination. The ACA is bypassed for SAAM movements. Contingency situations may dictate dedicated use of aircraft to meet mission requirements. Again, the ACA is bypassed and TRANSCOM, in coordination with the Airlift team, finds a plane for the mission. The Airlift team tracks the airlift movement to the destination ensuring a successful mission. More detailed support/guidance can be obtained for the ITO by contacting AMSIO-JTM at DSN 793-5390/ 5612/5812/4707 (comm (309) 782-).

g. The Deadhead Mileage Procedure was initially forwarded to all ITOs in AMSIO-JT memorandum dated 28 April 1999. The ITO will initially route shipments IAW established procedures with no consideration for deadhead mileage. Shortfall of carrier equipment problems will be forwarded to this Center for review. AMSIO-JT, in coordination with MTMC, will determine whether deadhead miles will be authorized and the maximum number of deadhead miles that will be considered. If authorized, the ITO will route remaining freight from the original requirement based on lowest overall rate including deadhead mileage consideration. The ITO must consider that carrier ranking (from the route order) may be influenced by the number of miles requested for deadheading by each carrier. More detailed support/guidance for the ITO can be obtained by contacting AMSIO-JT at DSN 793-6277/4762/4980 (comm (309) 782-).

h. Within the guidelines of the DOD 4500.9-R, Chapter 201, essential transportation training opportunities using government/military-owned or organic assets with reserve resources to train for wartime missions are allowed. However, prior to such use, an industry assessment impact request must be forwarded to AMSIO-JTT for approval and forwarding to the MTMC. MTMC will forward the results of their assessment to Headquarters, Department of the Army (HQDA) for approval or disapproval. If it is determined that you have a military transportation mission opportunity, you are requested to provide the following data NLT one year prior to the planned exercise.

(1) Title of training exercise and summary of potential benefits.

(2) Transportation units involved by type and designation; indicate which units are reserve or active component units.

(3) Type of cargo/commodity, estimated tonnage, and number of movements required to accomplish training objectives.

(4) Rationale for selection of the type of non-unit cargo to be moved (i.e., Does the cargo have unique training value?. Will the use of alternative types of cargo impair quality of training?).

(5) Estimated number of Government transportation assets required to meet training objectives.

(6) Geographic area of exercise with origins and destinations of movement.

(7) Estimated timeframe of exercise (Start Exercise (STAREX) to End Exercise (ENDEX)).

(8) Designated unit with command and control over units executing exercise, and training exercise point of contact or action officer. More detailed support/guidance can be obtained by the ITO contacting AMSIO-JT at DSN 793-4980/4762 (comm (309) 782-).

i. Bills of lading will be prepared IAW DOD 4500.9-R, Chapter 206. CONUS Freight Management (CFM), Electronic Transportation Acquisition (ETA) will be utilized for preparing bills of lading. Bill of Lading support documentation will include but not be limited to DD Form 1907, Signature and Tally Record, DD Form 626, Motor Vehicle Inspection, Carrier routings, documented carrier shipment acceptance/refusal records will be included in the bill of lading file and maintained in a central location. By October 2000, commercial bills of lading will replace the Government bill of lading. Also, implementation of use of the U.S. Banks (POWERTRACK) system will take place. This is a freight transaction tracking payment and reconciliation tool. This initiative will make it easier to pay carriers and reduce paperwork through the use of commercial documentation and Electronic Data Interchange (EDI). ETA and POWERTRACK will be accessible through the WEB. More detailed support/guidance can be obtained by the ITO contacting AMSIO-JT at DSN 793-5123/4762 (comm (309) 782-).

j. ITOs must institute a clear and "open air" policy when carriers request bill of lading register information. While ITO

may require advance requests for information (to allow sufficient time for data compilation), this information will be provided and should be based on available formatted output products, most likely from the CFM/ETA system. We do not expect ITOs to provide specially designed/formatted products as specified by carriers. More detailed support/guidance can be obtained by the ITO contacting AMSIO-JT at DSN 793-4980/4762 (comm (309) 782-).

k. When ITOs are required to ship source stuffed International Organization for Standardization (ISO) containers, a Best Value concept will be used. This means when you are shipping containers you will request rail and/or motor twistlock equipment (CFM Code CX); if unavailable, a motor carrier alternative, flatbeds with chains/binders can be substituted, if allowable. This also means that for both CONUS and OCONUS shipping containerized movement will be considered as the first option (when shipping quantities are sufficient for container stuffing) and then dependent on equipment availability, destination receipt capability, and other factors, alternative methods may be used. More detailed support/guidance can be obtained by the ITO contacting AMSIO-JT at DSN 793-4980/4762 (comm (309) 782-).

l. AMSIO-JT is leading an initiative to provide an electronic (automated) source of high integrity ammunition transportation and supply data, with real-time intransit visibility, to our shipping activities, ports, and ultimately to our customers. The Automated Identification Technology-Pilot Implementation (AIT-PI) fielding will result in effective systems integration network and suite of automation technology; providing IOC state-of-the-art Intransit Visibility and Total Asset Visibility (ITV/TAV) capabilities. Continued funding will result in development of standardized business process and software application at IOC depots. Enhancements incorporate bar coding, Radio Frequency (RF) Technology, and other automated systems and hardware applications in daily business practices and data transfer capabilities of IOC. AIT-Expanded project will incorporate supply depot ops functions in overall automation effort, utilizing Virtual Database Technology. Our objective is to remove excess paperwork/manual entry and convert to 2D Bar Code Environment operating via handheld scanner or RF application(s). This effort results in Automated Receipt Processing, Automated Inventory Application, Automated Supply, Storage and Surveillance procedures. More detailed support/guidance for the ITO can be obtained from AMSIO-JTM, DSN 793-6720/4707 (comm (309) 782-).

Glossary

ACA.....Air Clearance Authority
ADAP.....Ammunition Demand Automated Process
AIT.....Automated Identification Technology
AIT-PI.....Automated Identification Technology-Pilot
Implementation
AMC.....Air Mobility Command
ASMP.....Army Strategic Mobility Program
ATCMD.....Advanced Transportation Control Movement
Documents
CFM.....CONUS Freight Management
CONUS.....Continental United States
CPP.....Carrier Performance Program
DTR.....Defense Transportation Regulation
DTTS.....Defense Transportation Tracking System
EDI.....Electronic Data Interchange
ENDEX.....End Exercise
ETA.....Electronic Transportation Acquisition
FF.....Freight Forwarder
FMS.....Foreign Military Sales
HAZMAT.....Hazardous Material
HQDA.....Headquarters, Department of the Army
IAW.....In Accordance With
ISO.....International Organization for Standardization
ITO.....Installation Traffic Officers
ITV/TAV.....Intransit Visibility and Total Asset Visibility
JMTCA.....Joint Munitions Transportation Coordinating
Activity
MSMP.....Munitions Strategic Mobility Program
MTMS.....Munitions Transportation Management System
NOA.....Notice of Availability
OCONUS.....Outside Continental United States
OMA.....Operation and Maintenance, Army
PREPO.....Prepositioned War Reserve
RF.....Radio Frequency
SAAM.....Special Assignment Airlift Missions
STAREX.....Start Exercise
TDR.....Transportation Discrepancy Reports
TRANSCOM.....U.S. Transportation Command

